MR. P. K. KURIAKOSE (*Muvattupuzha cum Devicolam*) : May I know the extent of the whole transport system? By 'whole transport' does he mean the roads covered by private transport also?

MR. E. G. SALTER : The policy of the Government on this matter has been made clear on more than one occasion. It is the policy of the Government to take over all forms of public passenger traffic throughout the State.

MR. K. K. CHELLAPPAN PILLAI : If Mr. Salter is not aware of it, are the Government aware?

MR. E. G. SALTER : May I explain my answer? It is the duty of the Government to see that Public transport service is maintained properly. If Government are satisfied that a particular area requires a particular service, it is likely that permits will be granted.

MR. K. K. CHELLAPPAN PILLAI : That is no answer to my question. My question is has any application been received for new permits in respect of the roads in Central Travancore?

MR. E. G. SALTER : Transport Department has no information.

Lease Lend Vehicles granted to the Transport Department.

191 *MR. K. A. MAHOMED (*Quilon cum Kottarakara*): Will the Government be pleased to state :

(*a*) the number of lease lend vehicles granted to the Transport Department : and

(*b*) the number of lease lend vehicles given to private passenger services?

MR. E. G. SALTER : (*a*) 90.

(*b*) 24.

Buses bought by the State Transport Department.

192 *MR. P. S. NATARAJA PILLAI : Will the Government be pleased to state :

(*a*) the total number of chassis and buses bought by the State Transport Department from the date of its inception to 30-12-1119 ;

(*b*) the number of buses that were fit for service on 1-1-1120 ;

(*c*) if any buses have been sold, the number sold, the dates of sale and the amount realised by sale ;

(*d*) the number of chassis and buses bought by the Department in 1120 and the date of purchase ; and

(*e*) the average number of buses and lorries used daily for passenger and goods traffic during the half year Chingam to Makaram 1120?

MR. E. G. SALTER : (*a*) 181.

(*b*) 95.

(*c*) 14 buses were sold between the period from 11-1-1117 to 12-8-1119. Total value realised is Rs. 15,730-15 chs. 1 cash.

(*d*) Chingam 1120—24.
Kanni 1120—2.
Dhanu 1120—2.
Meenam 1120—6.
Total 34.

(*e*) 85 buses and 32 lorries.

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MR. P. S. NATARAJA PILLAI: May I know how many buses are now lying idle for disposal?

MR. E. G. SALTER: None as such, *i.e.*, buses which cease to exist as separate units but engines and spare parts no longer of use to the Department are sold by public auction.

MR. P. S. NATARAJA PILLAI: We see that practically all the buses cannot be used on the roads. The figures show that quite a large number are dismantled.

MR. E. G. SALTER: They have been shown as broken down and worn out. They do not exist as separate units.

MR. P. S. NATARAJA PILLAI: The answer to part (*c*) says that the Department sold 14 buses. Am I to take it that the 72 buses have been dismantled and sold in parts?

MR. E. G. SALTER: Yes.

MR. P. S. NATARAJA PILLAI: Are spare parts useful to the Transport Department sold to the public?

MR. E. G. SALTER: All parts useful to the Department are used and only those spare parts which are not useful are sold to the public.

MR. P. S NATARAJA PILLAI: As iron material?

MR. E. G. SALTER: Yes.

MR. P. S. NATARAJA PILLAI: May I know from the member whether allotment of buses on particular roads are made on the basis of available buses that can be used?

PRESIDENT: That question does not arise.

MR. K. A MATHEW: May I know whether there is any proposal to transfer any of the 34 buses to any private body or corporation?

MR. K. G. KUNJUKRISHNA PILLAI (*Advocate General*): On a point of Order. That question does not arise.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know whether the unserviceable buses are sold only after receiving suggestions from the Advisory Board?

MR. E. G. SALTER: Yes.

PRESIDENT: What is the suggestion made by some of these questions?

MR. K. K. CHELLAPPAN PILLAI: It is reported that some members of the House have applied for permits for running buses in Central Travancore. Of course they are entitled to do so. I want to know whether they have applied for it and whether they have been granted, and if so whether it is not a departure from the declared policy of the Government.

PRESIDENT: What is the idea contained in the question about the 34 buses?

MR. K. A. MATHEW: We want to know whether these 34 buses are to be used for the State Transport Department or whether any portion is going to be given to any private agency. We hear that a portion of it is going to be transferred to some private individuals or Corporation.

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MR. E. G. SALTER: I can assure the honourable members that for the past 5 years there has not been a single vehicle, as such sold to the public or any concern whatsoever having regard to the difficulty in getting chassil. The Transport Department has been utilising all the vehicles which they could use.

PRESIDENT: In view to the suggestions that have been made apparently on the basis of certain rumours, I wish to make the position clear. Honourable members have taken the responsibility of putting forward two possible suggestions. One is that certain honourable members of the House have entered into some arrangements to purchase certain vechicles from the Transport Department.

MR. K. K. CHELLAPPAN PILLAI: They have applied for permits.

PRESIDENT: That they have applied for permits. The position, so far as Government, are concerned, is this. Government's idea is and will be to make transport a State enterprise and gradually to include in the ambit of the Transport Department activities not only on the roads on which the Transport Department is now operating but other roads as well if and when they become fit for operation by the Transport Department.

Secondly, the object of the Government is gradually, but as soon as possible, to take over the canal traffic under a system of syndicate agency in which Government will hold a majority interest so that the whole of the canal traffic might come under State control though not under State management. For this purpose certain negotiations are necessary with British Malabar and Cochin and those negotiations are proceeding so that there may not be any difficulty with regard to licence or registration both in regard to Cochin and Travancore.

So far as the Motor Transport is concerned; we have been working under a handicap. We have only a limited number of vehicles that can operate on certain specific roads. Even for that we have not got sufficient vehicles. In regard to other roads where the Transport Department is not operating, I have appealed more than once both on the floor of thd House and in public for well known concerns, public men, Engineers, capitalists whether they are members of the House or not, to form themselves into co-operative organisations or Joint Stock organisations. Government have stated their idea, that as between individuals and such associations formed by a combination of individuals or a syndicate of well known public men, whether they are members of this House or not, is to encourage such enterprises. That is part of a general all-India policy. Honourable members who have seen the papers of yesterday would have seen the outline of the policy of the Madras Government on this matter. They discourage private individuals. They say that from September no license will be given to any private individual in the Madras Presidency and that licence will be given to syndicates and Associations composed of respectable people whom the Government can hold responsible. So the procedure adopted here is in pursuance of an all India policy. Two or three members of this House have interested themselves in this matter, and I feel gratified that they took this interest.

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MR. K. K. CHELLAPPAN PILLAI: May I know which are the roads now intended to be so utilised?

PRESIDENT: That does not arise.

Buses owned by the State Transport Department.

193. *MR. K. A. MAHOMED: Will the Government be pleased to state:

(*a*) the number of buses owned by the State Transport Department;

(*b*) the number of buses now in service;

(*c*) the average running mileage of a bus per day; and

(*d*) the average break down per day?

MR. E. G. SALTER: (*a*) 110.

(*b*) 98.

(*c*) 170 miles.

(*d*) Four.

MR. P. S. NATARAJA PILLAI: The average break down per day is put as four. Is there any system of testing the buses before they are sent out for service every day?

MR. E. G. SALTER: Yes Sir.

MR. P. S. NATARAJA PILLAI: Is it accidental break downs? When there are 85 buses running on the roads and each one of them is tested very minutely every day there are four break downs on an average per day.

PRESIDENT: It is rather a surprise. The break downs ought to be 30 or 40. There are only 85 buses to cover the whole route. Others are not fit for service. These buses are being used because there is no other go. So four breakdowns seem to be too small a number.

MR. E. G. SALTER: For the purpose of replying to this question I may be allowed to say a word with regard to the interpretation of the term "break down." Break down is taken to mean any incident which results in loss of mileage or temporary dislocation of service. It is the interpretation given to that term by all Transport Organisations throughout the world. For that purpose, an accident in which the bus is held up for some time, or a puncture is regarded as a breakdown. As the Dewan President has pointed out, four is a modest figure and I suggest it testifies to the magnificent work of the mechanical and operating staff of the Transport Department. They cater to the public demand in a manner which deserves nothing but praise from the public.

Vehicles unfit for service.

194. *MR. P. S. NATARAJA PILLAI: Will the Government be pleased to state regarding the State Transport Department:

(*a*) the average number of vehicles per day that was under repair and unfit for service during the half year ending with 30-6-1120 and,

(*b*) the average period taken to repair a vehicle and to put it on to service during this period?

MR. E. G. SALTER: (*a*) twelve.

(*b*) two weeks.

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